AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-7. (Canceled)

8. **(New)** In a fuel injection system for internal combustion engines, including a high-pressure part and a low-pressure part, in which in the high-pressure part, fuel from a fuel container is delivered to a high-pressure reservoir via a high-pressure pump and a high-pressure line, and injectors are supplied from the high-pressure reservoir via high-pressure supply lines, and in the low-pressure part the injectors communicate via injector return lines with a low-pressure reservoir, and in the low-pressure reservoir by means of a pressure holding valve, a pressure of $\leq$ 50 bar is maintained, and at a pressure in the low-pressure reservoir above the opening pressure of the pressure holding valve, the fuel is returned to the fuel container via a return line, the improvement comprising an overflow line connected between and communicating with the low pressure reservoir and the high-pressure line of the high-pressure part via an overflow valve connected in the overflow line.

9. **(New)** The fuel injection system of claim 8, wherein, when the high-pressure part is pressure-relieved, the overflow valve is opened.

10. **(New)** The fuel injection system of claim 8 wherein, when a closing pressure that is below the opening pressure of the pressure holding valve is reached, the overflow valve is closed by action of the fuel that is compressed by means of the high-pressure pump.

11. **(New)** The fuel injection system of claim 8, wherein the overflow valve contains a valve spring, whose spring force F is equivalent to the force exerted on the overflow valve by the closing pressure.

12. **(New)** The fuel injection system of claim 9, wherein the overflow valve contains a valve spring, whose spring force F is equivalent to the force exerted on the overflow valve by the closing pressure.

13. **(New)** The fuel injection system of claim 10, wherein the overflow valve contains a valve spring, whose spring force F is equivalent to the force exerted on the overflow valve by the closing pressure.

14. **(New)** The fuel injection system of claim 8, wherein the overflow valve includes a low-pressure chamber, which communicates with the return line via a leak fuel line.

15. **(New)** The fuel injection system of claim 9, wherein the overflow valve includes a low-pressure chamber, which communicates with the return line via a leak fuel line.

16. **(New)** The fuel injection system of claim 10, wherein the overflow valve includes a low-pressure chamber, which communicates with the return line via a leak fuel line.

17. **(New)** The fuel injection system of claim 11, wherein the overflow valve includes a low-pressure chamber, which communicates with the return line via a leak fuel line.

18. **(New)** The fuel injection system of claim 8, wherein the injectors are piezoelectrically controlled.

19. **(New)** The fuel injection system of claim 9, wherein the injectors are piezoelectrically controlled.

20. **(New)** The fuel injection system of claim 10, wherein the injectors are piezoelectrically controlled.

21. **(New)** The fuel injection system of claim 11, wherein the injectors are piezoelectrically controlled.

22. **(New)** The fuel injection system of claim 14, wherein the injectors are piezoelectrically controlled.

23. **(New)** The fuel injection system of claim 8, wherein the pressure in the low-pressure reservoir is ≤ 10 bar.

24. **(New)** The fuel injection system of claim 9, wherein the pressure in the low-pressure reservoir is ≤ 10 bar.

25. **(New)** The fuel injection system of claim 10, wherein the pressure in the low-pressure reservoir is ≤ 10 bar.

26. **(New)** The fuel injection system of claim 11, wherein the pressure in the low-pressure reservoir is ≤ 10 bar.

27. **(New)** The fuel injection system of claim 14, wherein the pressure in the low-pressure reservoir is ≤ 10 bar.